

WEATHER.

Unsettled this afternoon with probably showers; fair tonight and Saturday; cooler.

The Evening Star

In Washington about every one who reads at all reads The Star. Largest circulation—daily and Sunday.

CONTAINING ON PAGE 17 CLOSING NEW YORK STOCK QUOTATIONS.

No. 18,244.

WASHINGTON, D. C., FRIDAY, SEPTEMBER 9, 1910—EIGHTEEN PAGES.

ONE CENT.

CAR FERRY SINKS; TWENTY LOSE LIFE

One of the Worst Marine Disasters in History of Lake Michigan Navigation.

BOAT GOES TO BOTTOM OFF PORT WASHINGTON

Thirty Persons Rescued by Another Vessel of the Fleet.

ACCIDENT'S CAUSE UNKNOWN

Marine Men Unable to Account for the Disaster, as the Ferryboat Was Inspected Yesterday.

LIVINGTON, Mich., September 9.—One of the worst marine disasters in the history of Lake Michigan navigation occurred early today when car ferry Pere Marquette No. 18, flagship of a fleet of six steel car ferries, owned and operated by the Pere Marquette Railroad Company, sank to the bottom of Lake Michigan twenty miles off Port Washington, Wis., with a loss of twenty lives. The boat was valued at \$400,000, and the cargo, which included twenty-nine loaded cars, at \$100,000 to \$150,000.

The total loss will exceed \$500,000, which is fully covered by insurance in Lloyd's of England.

"Car Ferry No. 18, sinking—Help!" was the wireless message that brought the first news of the disaster to this city about 5 a.m. today.

The flash was repeated continuously for nearly an hour, but was unheeded. At 7:30 a.m. Superintendent Mercereau of the Pere Marquette Car Ferry line received a wireless from car ferry No. 17, stating that No. 18 sank at 7 o'clock.

Bringing Survivors to Port.

Car ferry No. 17 rescued and has on board thirty people and five dead bodies. Fifteen of the fifty who were on board are accounted for. No 18 sank in probably 300 or 400 feet of water, and it is not expected that any salvage will be possible. Seymour Cockrane, a Chicago vesselman, is reported among the saved.

The lost car ferry carried a crew of fifty men, and had on board two lady passengers said to be from Saginaw.

At this hour the cause of the accident is unknown, and the facts will not be available until No. 17 arrives here late this afternoon.

Inspected Yesterday.

Marine men are utterly at a loss to account for the shocking disaster. No. 18 was one of the finest and most costly car ferries ever built on the great lakes, and only yesterday the craft was inspected by government officials at this port and found to be in first-class condition in every respect.

This was her first trip after returning from Chicago, where the big car ferry was under charter to the Chicago Navigation Company, being run in the excursion business between Chicago and Waukegan during most of July and August.

Report to Officials.

Pere Marquette railway officials here received a wireless message at 11:30 today stating that twelve of the crew of car ferry No. 18, which sank in mid-lake, had been saved and giving the names of three of the rescued.

Officials here take it for granted that the rest of the crew were lost. A fleet of six steel car ferries owned and operated on Lake Michigan by the Pere Marquette railroad, No. 18, was 338 feet long, 56 feet beam and 28 feet deep. Her gross tonnage was 2,990, her net tonnage 1,722.

GARRETT IS REPUDIATED.

Tennessee Regulars Resent Failure to Indorse Their Platform.

UNION CITY, Tenn., September 9.—The nomination of Representative F. J. Garrett for a district convention to select a nominee for the gubernatorial election in Gov. Malcolm R. Patterson, at a meeting held at Rives, this county, yesterday. Mr. Garrett's failure to reply to a letter written to him several days ago urging that he subscribe to the platform adopted at the "regular" democratic convention held at Nashville and the state ticket nominated.

A set of resolutions was adopted declaring that because of his refusal to indorse the convention action, Garrett had absolved the democrats of the district from obligation to support him.

LEPER SLIPS QUARANTINE.

Evades Watch at Salt Lake and Takes Train for the East.

SALT LAKE, September 9.—John Korkas, a Greek in an advanced stage of leprosy, who has been under quarantine here for the last three months, was missing yesterday from the tent in which he had been quarantined, and it was learned that he had taken a train Wednesday evening, intending to go to New York and thence to Greece.

Minority Report Adopted.

LIVINGSTON, Mont., September 9.—The state democratic convention in session last night adopted the minority report of the resolutions committee against the convention going on record for the indorsement of a candidate for the United States Senate.

Kermit Roosevelt in Paris.

PARIS, September 9.—Kermit Roosevelt, who recently returned from Turkey, is at present the guest of the Duke and Duchess of Rohan at the Chateau de Joinville.

NO ADVANCE IN PAY

Scale for Mechanics at Navy Yard Continued.

SCHEDULE MADE ANNUALLY

Department Finds No Warrant for Change in 1910.

ACTING SECRETARY SO STATES

Board of Officers to Be Appointed in November to Prepare Rate for 1911.

Movement for Increase.

Since then there has been a general movement on the part of the friends and representatives of the mechanics employed at the local yard for an increase in the wage scale. Strong representations to that end were made to the Navy Department by Representative Bates of Pennsylvania, a member of the House naval affairs committee and committees of the International Order of Machinists. Generally, it was claimed to be unfair to compare labor conditions in Washington with those of other cities, and the point was made that the cost of living in Washington was greater than in the cities considered by the wage board. The main point insisted upon, however, was that the wage comparisons should be made annually to meet conditions, and the Navy Department finally agreed to reconsider the existing schedule of wages on that basis.

Several Months' Time Has Been Devoted

to the consideration of the matter. The result, as stated today by Acting Secretary Winthrop, is that no warrant is found for any change in the wage schedule for 1910. These schedules are made annually to meet conditions, and they are not to be changed until next year. A board of naval officers will be appointed in November next to prepare the wage scale for the calendar year 1911.

Acting Secretary's Statement.

Mr. Winthrop issued a memorandum on the subject today, and said that it contained all the information the department desired to give out. The memorandum follows:

"After a very thorough and exhaustive investigation of the data submitted by employees of the Washington navy yard, as well as information secured by the commandant of the yard and the wage board, the Navy Department has reached the conclusion that no change in the present wage schedule for mechanics at the Washington navy yard is warranted. In the case of one trade it was found that the conditions and character of the employment were entirely dissimilar from those of the twenty-three establishments in which the first-class mechanics in the yard; that the fifteen remaining firms employed in all eighty-seven mechanics as compared with about 64 per cent of first-class mechanics in the yard at the Washington navy yard; that the average rate of pay of the eighty-seven mechanics was less than the average rate at the Washington navy yard."

Danger of Tropical Storm Lessens.

KEY WEST, Fla., September 9.—After a night of anxiety on the part of the seafaring men along the southeastern coast of Florida following danger warnings issued by the weather bureau, conditions became more favorable today with only a light wind blowing. The barometer still is lower than normal, but it is believed the tropical storm on the way from Porto Rico has spent its force in mid-ocean.

DEATH CAME SUDDENLY.

Mr. Bowers Figured Conspicuously in Gossip Regarding the Succession to One of

the vacancies on the Supreme Court of the United States. It has been generally understood that either Mr. Bowers or Gov. Hughes of New York would be appointed Chief Justice of the court.

President Was Solicitous

The first news of Mr. Bowers' illness became generally known through a telegram sent by Mrs. Bowers to President Taft last Tuesday. The President on the train while he was on his way back to Beverly from the conservation congress at St. Paul.

Choice for Supreme Court.

Mr. Bowers figured conspicuously in gossip regarding the succession to one of the vacancies on the Supreme Court of the United States. It has been generally understood that either Mr. Bowers or Gov. Hughes of New York would be appointed Chief Justice of the court.

Death Cuts Short Gay Talk.

The physician who has attended Mr. Bowers here said today that the patient had a good night's rest, ate a good breakfast today and was chatting cheerfully with his wife and son. Suddenly he stopped talking and a moment later was dead.

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LOYD BOWERS DEAD

Solicitor General Passes Away Suddenly at Boston.

WAS TALKING WITH FAMILY

Blood Clot Entering Heart Causes Sudden Collapse.

HIGH HONOR MEANT FOR HIM

Probability of Appointment as Chief Justice—Held in Regard by President.

Special Dispatch to The Star.

BOSTON, September 9.—Solicitor General Lloyd W. Bowers, who probably would have been made Chief Justice of the United States Supreme Court this fall, died here at 11:30 o'clock this morning of complications arising from an attack of bronchitis.

He had been ill about two weeks. It was believed that the crisis had been passed, and that he was on the road to complete recovery.

Death came suddenly. As the solicitor general was talking with his family a blood clot in the heart caused almost instant suspension of the bodily functions.

Mrs. Bowers, a son and the trained nurse were present in the apartment in the Touraine Hotel, where they had been staying for the last fortnight. Mr. Bowers was in his fifty-second year.

Death Cuts Short Gay Talk.

The physician who has attended Mr. Bowers here said today that the patient had a good night's rest, ate a good breakfast today and was chatting cheerfully with his wife and son. Suddenly he stopped talking and a moment later was dead.

Dr. Coggeshall said that the original illness of Mr. Bowers, which took the form of a violent cold, was due to overwork. The cold attacked him at Gloucester, where Mr. Bowers had come from Chicago, his home city, to spend the summer.

Mr. Bowers won national attention last March, when alone he defended the constitutionality of the corporation tax provision of the Payne-Aldrich tariff law before the Supreme Court. Arranged against him was a corps of the leading lawyers of the country.

The success of the solicitor general in presenting his case stamped him, his friends assert, as worthy of appointment to the Supreme Court and made certain that that honor would be conferred upon him.

Never Lost a Case.

During Mr. Bowers' term as solicitor general of the United States no case which he argued was decided against him. One decision, regarding grading on forfeiture, went against him by an equally divided court, but later this case was set for rehearing.

A graduate of Yale in 1879 and of the Columbia Law School in 1882; general counsel of the Chicago and Northwestern railroad in 1883, and later general counsel of the United States in charge of the government's business before the highest judicial tribunal of the country at fifty years of age, Lloyd W. Bowers, descendant of hardy English-Irish stock, climbed rapidly the ladder of the law.

He was born at Springfield, Mass., March 9, 1859, of colonial ancestry. The Bowers were prominent in Massachusetts and included many clergymen and teachers.

Mr. Bowers was admitted to the bar in June, 1882, and immediately took a desk in the offices of Chamberlain, Carter & Hornblower, in New York city. He soon won a partnership with that firm.

In 1884 he went west and entered into partnership with former Chief Justice Wilson of Minnesota at St. Paul, Minn. In 1887 he married Miss Lewis, who was on his way from New York to Washington, notifying him of the death of his child.

Mr. Bowers left Washington July 9 and took with him twenty-three government cases upon which he intended to work while he was out of the city. Some of these cases he completed and forwarded to the department with the statement that when he had finished the last of the work he had in hand he intended to take a long vacation, as he was very tired.

Choice for Supreme Court.

Mr. Bowers figured conspicuously in gossip regarding the succession to one of the vacancies on the Supreme Court of the United States. It has been generally understood that either Mr. Bowers or Gov. Hughes of New York would be appointed Chief Justice of the court.

TAFT IN GREAT SORROW.

Public Service Loses One of Its Most Efficient Officials.

BEVERLY, Mass., September 9.—President Taft was notified of the death of Solicitor General Bowers. He expressed great sorrow at the passing of one of his oldest friends, and one of his most valued subordinates in the public service.

President Taft and Mr. Bowers had known each other practically all their lives, having been at Yale together and maintained a close friendship ever since. When the President appointed Mr. Bowers solicitor general he made it known that he considered that he had obtained for the office one of the ablest lawyers in the country.

The President sent a telegram to the bereaved family expressing his condolences.

WORK BEGINS AT 8:30.

New Rule in Chicago and Northwestern Railway Offices.

CHICAGO, September 9.—With the object of saving the eyes of employees and allowing more leisurely breakfasts, work in the general offices of the Chicago and Northwestern railway in Chicago after October 1 will begin at 8:30 instead of 8 o'clock. Notices have been posted in the offices of the company to the effect that after October 1 hours for all employees would be from 8:30 a.m. until 5 p.m. These hours will prevail until April 1 when the present schedule of starting at 8 a.m. will be resumed.



DECLINE TO ATTEND

Three Republicans Ignore Ballinger-Pinchot Committee.

MEETING ABSURD, THEY SAY

Denounce Condemnation of Ballinger by Five Members.

DEMOCRATS SIGN FINDINGS

Madison Presents His Own Report Favoring Pinchot—Effort to Bring in the Absentees.

MINNEAPOLIS, September 9.—But six members of the Ballinger-Pinchot investigating committee, one less than a quorum, were present when the session opened today. Senator Sutherland of Utah and two other republicans, Representatives Samuel W. McCall of Massachusetts and Edwin Denby of Michigan, refused to attend the meeting and did not appear at the hotel where the sessions are being held.

The failure of these three members to attend when the session was opened was decided on last night, following the arrival of Representative Denby. Mr. Denby had declared that the action of five members who Wednesday adopted a resolution of Representative Madison of Kansas, insurgent republican, which charged that Secretary Ballinger was unfit and should be removed, was the "most extraordinary, indefensible and unjustified that partisan politics could devise."

In view of that he stated it would be absurd to meet with those members when they had already promulgated their decision. Messrs. Sutherland and McCall took a similar view, and failed to put in an appearance.

Democrats Sign Findings.

Chairman Nelson was the only republican member besides Mr. Madison present when the meeting was called to order. The democratic members in attendance were Senators Purcell of North Dakota, and Fletcher of Florida, and Representatives James A. McCall of Kentucky and Graham of Illinois.

Soon after entering the committee room the democratic members affixed their signatures to their findings, which condemn the actions of Mr. Ballinger as a public officer, and vindicate Pinchot, the former head of the forestry division.

Mr. Madison brought to the committee room an independent report, which he had prepared. It favors Mr. Pinchot.

Absentees Sent For.

Shortly after the executive session began the secretary of the committee, Paul Sienman, was designated as sergeant-at-arms and directed to find the absentees, if possible, and bring them in. In view of the positive declarations of Messrs. Denby and others that they would not attend, his mission seemed futile. The action was considered a mere formality. Two of the members had left the hotel shortly before the committee met and Mr. McCall remained in his room.

There was no regular sergeant-at-arms present, and Senator Nelson gave it as his opinion that the secretary of the committee, while delegated as such, had no power to arrest the absentees and enforce their attendance. Later Senator Sutherland and Representatives Denby and McCall were found in the latter's room by the secretary.

The secretary told them that the five members had requested that the absentees attend. The latter declined, and stated that no attention would be paid to any demand of the five members or any threat to enforce attendance.

The secretary's report was followed by further instructions to again request that the three republicans come to the committee room and deliberate. The request was once more denied.

It was apparent that the republican absentees feared that should they attend

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LIGHT UP OR FIGHT, THREAT OF SUBURBS

Opposition to "Judson Plan." Alternative Offered by Col.

A. E. Randle.

FEAR OF DISCRIMINATION

BASIS FOR ANTAGONISM

Darkened Roads to Be Evidence of Lack of Consideration.

LEGALITY OF ORDER ATTACKED

Illumination of Farmers' Way to Market Urged—Danger of Accidents—People Driven Out of District to Dwell.

Declaring that the "lights out" order of the Commissioners, if continued in effect, would result in the determined opposition of every suburban citizen affected, Col. A. E. Randle sprang a sensational surprise at the public hearing at the District building this morning when he declared that members of suburban citizen associations would turn on the "Judson plan" for financing the District and fight it to the finish unless there should be a modification of the "lights out" order.

Col. Randle spoke plainly when he referred to what he termed "army officer rule." Although he made nothing personal of his threat that the suburbs would use all their influence to combat the "Judson plan," his words were direct and clear.

On the other hand he prefaced his prediction that the people would demand that the finance plan be modified or rescinded unless a broader charity is shown in regard to the outlying district, by paying the greatest compliment to the wisdom and scope of the plan and to the advances the city has made under engineer commissioners.

"You take away our lights and we'll fight your plan," said Col. Randle. He was leaning over the long oak board table and his emphatic gesticulations reached close to the faces of Engineer Commissioner Nelson and of the assistant engineer commissioner, Capt. Markham.

Col. Randle's speech followed a dozen pleas for lights along individual roads. He did not mention a single road by name, but called the Commissioners' order, extinguishing the lights, "the long arm of authority that leaves us in darkness."

Investors Driven Away.

The conclusion of Col. Randle's speech was as follows:

"There seems to be a question as to the power of the city to take away vested rights. But there is no question that the voice of the people, as expressed through the right of suffrage, is unanimous and sincere.

"The discrimination against the suburbs of the District of Columbia is sending thousands of dollars to Maryland and Virginia for investment in homes by people employed in Washington. To live in the suburbs of the District of Columbia they must change cars to reach the heart of the city, while they can come from Maryland and Virginia and reach the center of the city without changing cars."

"Now the Commissioners propose to discriminate against the suburbs in the District of Columbia by turning out the lights. This is the nation's capital, where 350,000 people are yoked up with eighty million dollars of the nation's money. The eastern part of the District of Columbia has been especially discriminated against.